



MOVING IN THE RIGHT DIRECTION ON THE FRANKSTON LINE

DEVELOPER : Level Crossing Removal Project
MAIN CONSTRUCTION COMPANY : Southern Program Alliance comprising ACCIONA, Coleman Rail, WSP, Metro Trains Melbourne and the Level Crossing Removal Project.

As part of a huge program of works across Melbourne, the Level Crossing Removal Project has built three new stations at Edithvale, Chelsea and Bonbeach and removed five dangerous level crossings in the area, boosting safety and reducing congestion for local drivers.

In total, the Victorian Government is removing 20 level crossings and building 13 new stations along the Frankston Line as part of a \$4 billion upgrade that will improve safety, ease congestion and increase train services for the 40,000 passengers who use the train line every weekday.

Following the Edithvale, Chelsea and Bonbeach works, 16 level crossings along the Frankston line have already been removed. Next, another four level crossings will go and two new stations will be created on the line at Glen Huntly and Parkdale. Once the boom gates are gone for good at Glen Huntly in 2023, the line will be free of level crossings between Melbourne's CBD and Moorabbin. The Level Crossing Removal Project is removing a total of 85 level crossings across Melbourne by 2025.

The Southern Program Alliance (SPA) is delivering the Frankston Line works and is also duplicating parts of the Hurstbridge line in the city's north-east. SPA is made up of alliance partners ACCIONA, Coleman Rail, WSP, Metro Trains Melbourne and the Level Crossing Removal Project.

Frankston Line works began at the end of 2017. Over the course of 2021 the team removed five existing level crossings and

closed a sixth, excavated three rail trenches that were each around 1km long and up to 7m deep, built four new east-west road bridges above the lowered line, created three new stations at Edithvale, Chelsea and Bonbeach, three pedestrian overpasses at each of the stations and a pedestrian bridge at Chelsea, with a total railway occupation period of about six weeks.

"Throughout the level crossing removal projects, we have had a strong focus on leaving a positive legacy for the community – this included commissioning artwork and procuring significant works from Indigenous-owned contractors and other organisations working with disadvantaged groups," said Andrew Brenchley, Level Crossing Removal Project A/Program Director.

Communities along the Frankston Line have been transformed by the works which have contributed to a wider economic revitalisation, creating new jobs and improving town centres for small business.

The benefits of the project in terms of improving safety, removing congestion and increasing public space has also been felt by the community.

"The feedback has been really positive, and residents are really seeing the benefit of what we have produced," Andrew Brenchley said. "One resident sent a letter to say he is getting better sleep since the noisy boom gates have gone!"

Works at Edithvale, Chelsea and Bonbeach stations were completed concurrently and

opening three fully functional and disability accessible stations at the same time was a first for the Level Crossings Removal project.

"We were proud to achieve this milestone while still delivering such exceptional architectural outcomes with three really impressive new stations," said Andrew Brenchley.

The Frankston Line presented many challenges including congested sites hemmed in by major roads on two sides and surrounded by busy shopping and local precincts.

The line is also very close to the Port Phillip Bay foreshore and water ingress was an issue with trenches dug below the waterline.

"Another challenge which impacted the whole industry was the COVID shutdown which hit us during a railway occupation and navigating these challenges was thanks to our strong and resilient team," said Andrew Brenchley.

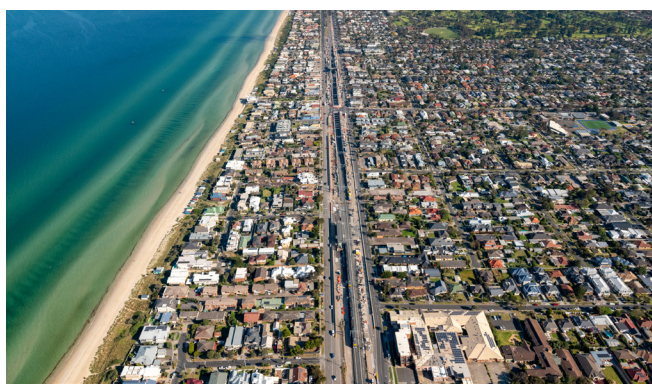
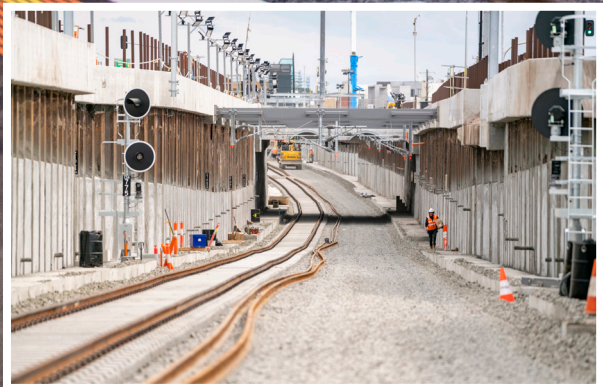
The whole project team successfully completed the works within an exceptionally short delivery timeframe.

"The construction period was condensed from years to months and the entire Chelsea Station went from concept to completion in only three years," Andrew Brenchley said.

The alliance contracting model played a big part in the success of the project.

"The alliance model worked really well in ensuring speed of delivery," Andrew Brenchley said. "On every project we have got better and better so there is a real opportunity for continuous improvement and innovation. All the alliance partners including the client are working together, sharing their expertise with the common goal of delivering value for money and huge benefits to all Victorians."

For more information contact Level Crossing Removal Project, phone 1800 105 105, email contact@levelcrossings.vic.gov.au, website www.levelcrossings.vic.gov.au



Below Johnston Project Management and Consulting provided range of tasks related to the successful management of the project.

Johnston Project Management and Consulting (Johnston PM&C), a Melbourne based Civil Engineering and Infrastructure consultancy, assisted the Southern Program Alliance to remove level crossings along the Frankston Line as part of the Level Crossings Removal project.

This major \$1.9 billion project comprised an Initial Works Package and two Additional Works Packages with the aim of alleviating congestion and improving safety along this major Melbourne suburban rail corridor with new stations and removed level crossings at Edithvale, Chelsea and Bonbeach. The project has also improved access to the Port Phillip Bay foreshore for the local community.

Johnston PM&C was contracted for the delivery phase of the project with a contract for over \$300,000 to provide Senior Project Engineers, Project Engineers and Site Engineers to deliver the following services:

- Project Management and Project Engineering in the field – scope including stations, bridges, civil roadworks, pavements, retaining walls and drainage.
- Cost tracking and resource planning.
- Risk assessment and safety inspections onsite.
- Managing major components of work on an accelerated occupation program, tracked hourly.
- Quality Management and Surveillance of works.

Johnston PM&C's professionals brought many years experience in major infrastructure projects to provide support to the Alliance at every level.

This complex project was made even more challenging by the ongoing COVID-19 pandemic and the unprecedented shutdown in Victoria which led to resource availability and logistics issues which required careful management. Despite these challenges, Johnston PM&C made a major contribution to the successful delivery of the project.

“Our contribution on this project demonstrates our invaluable experience to support clients on Government projects involving high risk, complex infrastructure and high-pressure environments,” said Gary Johnston, Director. “Our multidisciplinary construction expertise and knowledge was used to support the Alliance and provide solutions to risk prior to commencing the major occupation scope.

“We understand the drivers the Alliance has, how they measure success and how we could best contribute to this success.”

In addition to the Southern Program Alliance, Johnston PM&C provides services to a range of other rail and road infrastructure projects around Victoria.”

We are currently providing Project Management and Engineering resources to major projects including Inland Rail, the Suburban Rail Loop and the Western Roads Upgrade,” Gary said.

Sustainability is a major focus for Johnston PM&C. The business is carbon neutral and in the 2020 financial year they offset 35 tonnes of carbon emissions through Yarra Biodiversity Corridor reforestation projects, helping to address the climate crisis and deliver economic, environmental and social benefits. “Partnering with Johnston PM&C means your project will have zero net carbon emissions from the provision of our services,” said Gary.

With almost 20 years of industry experience, Johnston PM&C have built an impressive track record working with Government agencies and top-tier contractors on major infrastructure projects. They bring substantial technical experience and a sophisticated approach to construction project management. Their management systems are ISO certified and they are an active member of industry association Consult Australia.

Another aspect of Johnston PM&C that makes them stand out is their focus on building relationships and trust. Their engineering and project management professionals are fully integrated into clients' teams from day one, allowing them to bring their depth of experience and passion for transport infrastructure to quickly transfer skills and knowledge to the whole team.

Over the years Johnston PM&C have proven themselves an invaluable partner for complex and high risk infrastructure projects around Victoria, delivering value-driven and innovative solutions to achieve successful outcomes.

For more information contact Johnston Project Management & Consulting, phone 03 9448 2387, email info@johnstonpmc.com.au, website www.johnstonpmc.com.au



Below Monero Constructions provided a concrete Formwork, Reinforcement and Pour package for the new Chelsea Station.

Specialist concrete structures Monero Constructions completed the concrete FRP (Formwork, Reinforcement and Pour) package for the new Chelsea Station as part of the works along the Frankston Line, including building structure, pavements, kerb and channel works.

One challenging aspect of the project was the congested site adjacent to the busy Nepean Highway. A lot of planning was required to ensure materials and people could be safely moved in and out of the site when required. Time constraints were also an issue and round-the-clock working was required to meet the demands of the short occupation window of the site.

“We did a lot of planning in advance working together with SPA,” said Director, Gary Mongta. “We had a great relationship with everyone onsite and they were the best project team I have worked with. They put their trust in us to get the work done and we were happy to give them that confidence in the product we could deliver.”

With extensive experience on formwork and structural concreting for major projects, Monero Constructions strives to deliver projects safely, on time and on budget with an unwavering commitment to quality. The company is also an Indigenous-owned business taking pride in creating opportunities for both Indigenous and non-Indigenous formworkers, concreters and steel fixers.

“I am myself a proud Monero Ngarigo man and I source Indigenous and non-Indigenous labour from all over Victoria,” Gary said. “Monero Constructions relies on maintaining its positive reputation

in the community to help us continue to close the gap for Indigenous Australians and raise the next generation of skilled tradesmen.”

“I founded Monero Constructions five years ago as a one-man show after 20 years in the industry,” Gary continued. “An opportunity arose with Coleman Rail for me to start my own business on one of their projects. In those early days it was just me and a ute full of tools and now we have become one of Coleman Rail’s preferred partners.”

Monero Constructions has now grown to over 90 employees, 40% of which are Indigenous. The rapid growth is set to continue with new opportunities coming up with the Southern Project Alliance (of which Coleman Rail are a member) and other clients.

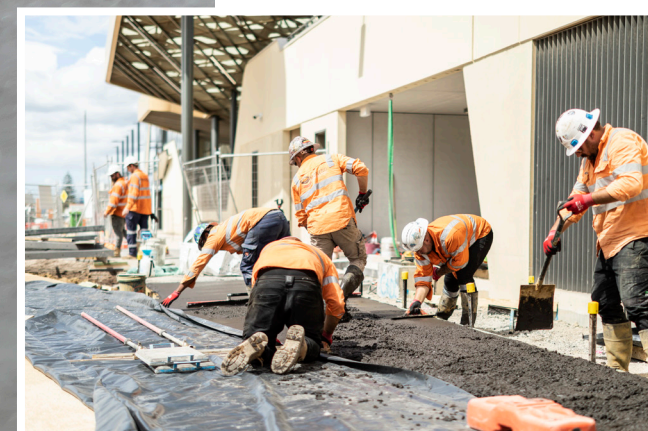
“I am grateful for the support of Ty Newman and the Coleman Rail team who saw my potential, put their trust in me and gave me a go,” said Gary. “Getting that first crack is hard for any new business so they really played a big role in getting me where I am today.”

In addition to working on Level Crossings Removal projects for SPA, Monero Constructions is also involved in Western Programme Alliance projects for McConnell Dowell including removal of the level crossing at Ferguson Street, Williamstown and North-West Programme Alliance projects for John Holland including Bell to Moreland Station works.

“It’s an exciting time to be working in infrastructure in Victoria and with significant upcoming investments we think the future is bright,” said Gary. “Ultimately we want Monero Constructions to be seen as one of Melbourne’s leading concrete structure companies with our blend of expertise and experience.”

“In the meantime we are looking forward to continuing our good relationship with SPA in the next stages of the project and getting involved in more level crossing removals across Melbourne.”

For more information contact Monero Constructions, PO Box 138, Werribee VIC 3030, phone 03 9339 3200, email projects@moneroconstructions.com.au, website www.moneroconstructions.com.au



Below M. James Engineering completed an extensive concrete package for the Bonbeach Station, Bondi Road Bridge and pedestrian overpass.

The ongoing Level Crossings Removal project along Melbourne's Frankston Line involves the construction and improvement of several new stations.

Melbourne-based civil contractor M. James Engineering was appointed by the Southern Program Alliance to carry out the FRP works for the new Bonbeach Station, which included the Bondi Road Bridge, capping beam, pile caps, permanent and temporary prop install, shotcrete walls, tanking slabs, shear stud installation, platform footings and slabs, lift shafts, pedestrian overpass FRP works and precast panel elements.

A combination of conventional formwork and Peri formwork was used to carry out the works. Peri formwork is a lightweight, plastic formwork system which was utilised for the capping beam component of the works.

"Where it would allow, the Peri formwork system could be transitioned with minimal stripping of components and rolled along after each pour, helping us to significantly speed up our programme time," said Adam Goldberg, Project Engineer.

M. James also used prefabricated steel reinforcement cages for the capping beam. This reduced the amount of steel fixing required on site and reduced their overall programme time, allowing them to effectively lay 100 lineal meters of tied steel in one day.

"We tried to find innovative solutions wherever we could to bring time and cost savings to the project," Adam explained. "Any opportunity for prefabrication means we need fewer tradespeople onsite. We don't want to just do things conventionally. If there's a smarter way, we will look for it."

The innovative approach taken by M. James on the project helped them achieve a successful result on a complex project within the short time period required to minimise impact on the operational rail line.

"It was definitely a challenging project and the site itself was also tricky as it is surrounded by main roads and access across Nepean Highway was difficult at times," Adam said. "However, the SPA project team was very accommodating and made the job easy for us.

They were transparent and an absolute pleasure to work with. We found the site to be a very positive and productive working environment."

M. James has a proven track record of civil engineering and construction excellence on projects ranging from minor works to major infrastructure. Rail is a particular strength, and they have also been involved in projects such as the Caulfield to Dandenong Sky rail and Reservoir Station.

The young, dynamic team at M. James are passionate about applying ingenuity to everything they do. This has allowed them to build an impressive reputation as one of Victoria's leading sub-contractors. Their deep knowledge of the civil industry and close relationship with their supply chain partners is an integral part of their success.

In addition to concrete construction and structural formwork, M. James undertakes drainage and earthworks packages and provides plant and labour hire for major projects nationwide. M. James Engineering has expanded from project experience to now offer in house steel fabrication and precast under one roof, to offer our clients the best possible outcome.

The high standards of quality, safety, innovation and technical expertise that M. James applies to their projects provides assurance for their clients and helps them stand out from the competition.

M. James Engineering takes pride in delivering quality results that outperform and the works completed at Bonbeach Station were no exception.

"We are extremely proud with the result we achieved at Bonbeach Station," Adam said. "The job went as smoothly as we could have hoped for, and the client feedback has been particularly positive."

For more information contact M. James Holdings, 316-318 Lower Dandenong Road, Mordialloc VIC 3195, phone 0431 219 498, email info@mjamesholdings.com, website www.mjamesholdings.com





Below ODM Electrical Contractors installed all lighting and power to the new Edithvale Station, which included the station and carpark.

ODM Electrical Contractors is a Melbourne-based company providing cost-effective and sustainable electrical solutions on projects in diverse sectors including commercial, industrial, rail and infrastructure.

ODM installed all lighting and power to the new Edithvale Station as part of the Level Crossings Removal project on Melbourne’s Frankston Line. The new station was constructed in 2021 following the demolition of the existing station, lowering of the railway line into a trench and construction of a new road over the rail line. Removal of the level crossing at Edithvale has eliminated around 42 minutes of road closure during every morning peak period.

ODM’s works included carpark and platform lighting, new distribution boards, lighting controls, conduits and containment along with associated civil works.

“This was a very challenging project as many of our works were on the project critical path and the schedule was very tight with a 47 day occupation window,” said Oliver Molloy, Director. “We had to work closely with the other trades around the clock ensure our works were completed inline with the program.”

Products installed by ODM at Edithvale included vandal-proof lighting, stainless steel distribution boards suitable for outdoor conditions, Siemens meters for power and light monitoring, and a C-Bus lighting control system.

“It was a high-end install,” Oliver said. “A lot of coordination was required to get it over the line on time, thanks to the hard work from the ODM team as well as the wider project team.”

ODM had a close relationship with main contractor ACCIONA during the works and drew on their extensive experience on other Level Crossings Removal projects including stations on the Cheltenham and Ballarat Lines.

One way that ODM ensured a successful outcome on the project was by ensuring site supervisors were deployed very early on and remained heavily involved throughout the project. They also used their inhouse job management, auditing, quality assurance and commissioning systems to deliver the works. ODM’s site teams used iPads to digitally

access drawings and documentation which ensured that the most up-to-date project information was available to all operatives across a common platform.

Since being established in 2015 ODM has grown strongly and now boasts a team of 90 experienced personnel and a steady pipeline of work across Melbourne and regional Victoria including a large proportion of repeat business as well as new clients.

“We are keen to continue growing our business to better serve new and existing clients,” Oliver said. “One key factor for us is that we have retained a lot of our skilled personnel as we have grown. Our staff have tended to stay with us which has really helped us build our experience in not only rail and infrastructure but other sectors too.”

On all projects, ODM is focused on maintaining good working relationships with clients, engineers, project managers and other contractors. Their commitment to quality, safety and service is reflected by their strong reputation and extensive list of successfully completed projects.

ODM has worked with many of Australia’s leading main contractors as well as private clients including Goodman Fielder, Shell, BP, Vopak, Yarra Trams and Metro Trains. They also offer specialised data and communication services including the design and installation of structured cabling systems.

ODM’s Maintenance division is a dedicated provider of preventative, routine and breakdown maintenance services giving ODM the ability to serve their clients during the entire operational life of a project.

Whatever the project, ODM’s purpose remains the same: to deliver their clients’ vision through sustainable, cutting-edge and cost-effective electrical solutions. They build positive relationships that turn their clients into partners and achieve the best results, on budget and on time, every time.



For more information contact ODM Electrical Contractors, Port Melbourne VIC 3207, phone 03 9029 8068, email info@odmelec.com.au, website www.odmelec.com.au

Below VicDig provided equipment and operators to complete the bulk and detailed final trim earthworks as well as drainage and soil removal.

VicDig are a specialist wet plant hire company serving metropolitan Melbourne and regional Victoria. They provided equipment and operators to SPA for the Level Crossings Removal projects along the Frankston Line in south-eastern Melbourne, including works at Kananook, Seaford, Cheltenham and Edithvale stations.

VicDig’s services included bulk and detailed final trim earthworks as well as drainage and soil removal. “We’ve been working on and off for SPA since 2018,” said Rohan Hoiles, Director. “We have gradually worked our way from station to station up the Frankston Line.”

VicDig had a good working relationship with SPA, stemming from their prior experience working with some of the alliance partners. “We have previously worked for both Lendlease and Coleman Rail on projects including the Ballarat Line upgrade so we knew what to expect from them,” Rohan said.

The Frankston Line projects had challenging aspects including space constraints with sites located in heavily populated areas surrounded by major roads.

“Nothing is ever completely straightforward but good planning from SPA allowed us to go smoothly,” Rohan said. “This was one of the best jobs we have worked on and the really good atmosphere made each site a great place to work.”

VicDig was set up by Rohan from scratch in 2015 with a single excavator and has since grown to offer a wide range of Komatsu excavators for hire, ranging in size from 11 to 35 tonnes, plus equipment operators with expertise in sectors including road and rail infrastructure, residential subdivisions and commercial civil works.

In addition to plant hire, VicDig has also recently started taking on their own contracts to deliver civil and drainage works and they are focused on developing this side of the business further in the future.

“We have always looked for opportunities to work with good partners, providing the best wet plant and skilled operators to get the job done,” said Rohan. “We have always focused on delivering quality rather than quantity and that means we have to have trust in the skill and experience of our people.”

This focus on people is reflected by the close-knit nature of the VicDig team. “I believe in surrounding myself with people who get along well and are good to work with,” Rohan said. “We try to be approachable and maintain a good family oriented environment, treating people the way we would want to be treated.”

“We want our staff to come to work every day because they enjoy the work, not only to earn money. Once they join us our staff tend to stick around longer because they enjoy working here.”

The Frankston Line Level Crossings Removal projects are already starting to delivering major benefits including improved safety and reduced congestion for local communities.

“We are really happy to have worked on this project to make Melbourne a safer place to be a driver, passenger or pedestrian,” Rohan said. “We see these removal projects as a positive step forward for everybody and we are proud to have contributed to that.

“At the same time it was a pleasure to be involved on such a well-organised and professionally run project and I want to take my hat off to the management from SPA and everyone else who played a part.”

On all their projects VicDig are focused on building positive relationships with clients and helping them achieve their targets on time, within budget and to the highest quality. “We enjoy helping clients deliver their projects and get that successful outcome that makes the job worthwhile,” said Rohan. “My philosophy is always to keep on smiling.”

For more information contact VicDig, phone 0430 455 602, email rohan@vicdig.com.au, website www.vicdig.com.au



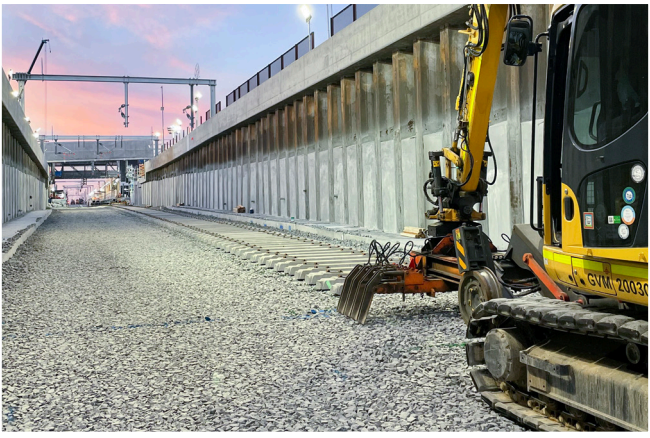
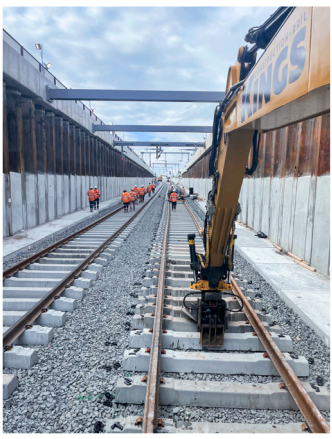
Below Johnson & Young Cranes provided lifting solutions for bridge beams, precast concrete, and steel as well as a variety of general lifts



Below Kings Construction provided machinery, attachments and operators to remove existing rail track and lay new track.



A Pedestrian Bridge being lifted into place at the Frankston line.



Johnson & Young Cranes (JYC) are a leading supplier of mobile crane hire, transport and ancillary services to projects large and small throughout Victoria and beyond. Johnson & Young Cranes are a dynamic, customer focussed organisation and with certification from the Crane Industry Council of Australia (CICA), they are well positioned at the forefront of the industry.

JYC was the primary mobile crane contractor for the Level Crossing Removal Project along Melbourne's Frankston Line. They provided lifting solutions for bridge beams, precast concrete, and steel as well as a variety of general lifts, and with a fleet ranging from 3t through to 800t capacity they were well equipped to meet all lifting needs.

The Frankston Line Upgrade was complex, with local traffic and many residential properties close by. To minimise the impact on the surrounding communities, the site area was as small as possible which made some of the heavy lift operations challenging. For example, the installation of a 15.9m x 9.5m, 49t pedestrian bridge utilising an 800t mobile crane.

Before starting work, JYC was required to obtain multiple permits to transport the cranes to and from the site, which involved pre-planning

travel routes and preparing documents for regulatory approval. JYC also prepared lifting plans using AutoCAD to make certain each lift could be completed safely and efficiently.

During the works, JYC maintained a close working relationship with the wider project team. "There is a lot of planning involved to manage works like this and to ensure compliance, so these relationships are extremely important," said Sandi Taylor from JYC.

On all projects they undertake, JYC strives for excellence. Their team is their strength. They are passionate and committed. Understand the constraints, challenges and possibilities of every project, and know that the right attitude is essential. They work towards the common goal of ensuring each job is completed safely, efficiently and to the highest standard and this project was no exception. "This was a rewarding project located in a beautiful part of Melbourne," said Sandi. "Our team worked tirelessly around the clock to get the work done and we can confidently say that each task assigned to JYC was completed successfully."

For more information contact Johnson & Young Cranes, 03 8339 3300, sales@jycranes.com.au, www.jycranes.com.au

Kings Construction and Rail provides highly skilled plant operators for rail maintenance and construction works.

Established by Simon King in 2018, the company has grown steadily since and will have a total of four Hi-Rail excavators in their fleet, available from July 2022.

For the Level Crossings Removal works along Melbourne's Frankston Line, Kings Construction provided machinery, attachments and operators to remove existing rail track and build new track at stations including Carrum, Chelsea and Edithvale.

The works were completed using a range of specialised rail attachments. "We have a rail threader to lift old rails off and put new rails on," explained Simon. "Then we have separate machines to remove the sleepers. One is called the Platypus and it digs out ballast and grabs the sleepers. The other has eight arms to lift up four sleepers at a time – we call it an Octopus."

The works were challenging with a short occupation window for each station. "We are always first in and last out so we need to be prepared," Simon said. "We worked closely with the SPA to meet their timescales.

We had a good relationship with them having worked with Alliance members including Coleman Rail and Lendlease before."

Kings Construction has extensive rail infrastructure experience in Victoria including Metro Tunnel, West Gate Tunnel and many other Level Crossings Removal Projects.

"A big focus for us is being able to provide the best operators," said Simon. "It's how we ensure we do the best job possible. We are experts at operating our equipment and even though the company has grown I still operate equipment every day."

"We are also Frankston-based so it's been great to work on something in our neighbourhood," continued Simon. "Once the project is done, we are looking forward to enjoying the benefits it will bring to our local area."

For more information contact Kings Construction and Rail, phone 0431 150 987, email help@kingsconstructionrail.com.au, website www.kingsconstructionrail.com.au



Below L&M supplied and installed vehicular traffic signalling equipment at nine separate sites

Below Lantrak supplied over 280 trucks daily to dispose of over 300 tonnes of material from the site



Since 1985 L&M Traffic Services (LMTS) has provided innumerable and diverse traffic signal installation works, maintenance and emergency services, across Victoria.

As the oldest traffic signal contractor LMTS have extensive experience working with VicRoads, most Melbourne metropolitan councils and major clients, including Lendlease.

L&M were acquired by Australia’s leading traffic company Traffic Technologies in 2020 in order to expand their traffic services portfolio and maintenance capabilities across the state of Victoria.

For the Frankston Line Level Crossings Removal Project, L&M supplied and installed vehicular traffic signalling equipment at nine separate sites where the scope included civil works, laying of conduits, wiring, the installation of poles and signals and final commissioning. L&M also retained maintenance responsibility for their works until overall project completion.

“This was one large project made up of many smaller concurrent projects,” said Trevor Chambers, General Manager - Installation and Maintenance. “It meant there was a lot of consultation and

correlational between the different sites to coordinate with all the other trades which made it an interesting and rewarding challenge.”

“We also had site shutdowns due to COVID-19 to deal with,” Trevor explained. “We just had to plan works meticulously and all in all we managed to get it done with excellent teamwork,”

“L&M have considerable experience in the industry with which challenges were easily overcome,” he said. “Now we are part of Traffic Technologies we also have access to a comprehensive range of expertise, information, current technology and world leading products.”

As part of the Traffic Technologies Group, L&M has a vast range of specialist software and hardware solutions for signals, street lighting and static signage and with the full capability to meet the needs of their diverse public and private sector clients across Victoria and interstate and will ensure L&M's strong reputation continues to grow for many years to come.

For more information contact L&M Traffic Services, 1 / 2-4 Souffi Place, Dandenong South VIC 3175, phone 03 9768 2637, email tt@traffictld.com.au, website www.traffictld.com.au

For over 60 years, Lantrak has been one of the ultimate industry leaders in the construction, development and waste industries. Nationally, Lantrak is one of the predominant industry specialists in material supply, remediation, land rehabilitation, logistics, as well as truck and plant hire. Founded in Melbourne, Lantrak is now ubiquitous across Australia and is currently running major projects in Victoria, New South Wales, Queensland and South Australia.

Directly engaged in 54 of the 75 Level Crossing Projects undertaken in Victoria, Lantrak was engaged to manage logistics and material disposal on the Edithvale, Chelsea, and Bonbeach Level Crossing Project. Operationally, the project required over 280 individual heavy vehicles daily and comprised the removal, disposal and reuse of over 300,000 tonne of material.

“Lantrak managed all material logistic movements on the project,” said Dominic Ring, Lantrak’s Victorian State Manager. “We handled various material types including contaminated spoil on the project.” The vast majority of materials encountered on the project and removed by Lantrak were non-contaminated, all of which have or will be processed for beneficial reuse as aggregates, landscape materials, and compactable fill.

Having been involved in many of Australia’s largest and most notable projects, Lantrak have operational capabilities as well as industry leading compliance, systems and procedures to service and complete the most intricate and complicated projects. Significant projects Lantrak has been involved include Melbourne and Brisbane Metro Tunnels, Parramatta Light Rail, Central Station Upgrade, Inland Rail Stage 1 (Parkes & Narromine) and Wantirna South (by Mirvac) land rehabilitation and development.

“Our extensive truck fleet, disposal network as well tracking and safety systems enable us to offer a complete end to end material management solution to our clients, giving them better control and transparency for the duration of their project,” Dominic said. “We pride ourselves on successful project execution and delivery. Over 80 of our experienced staff were involved 24/7 to ensure this project happened and thanks to them we managed a complex logistical operation while ensuring full compliance across the project.”

For more information contact Lantrak, phone 13 9666, email info@lantrak.com.au, website www.lantrak.com.au

Below City Circle Group deconstructed a range of elements for the project including structures, retaining walls, and platform layers.

Below Nelson-Furnell provided risk assessment and audit services including road safety auditing and railway crossing surveys.



City Circle Group is an industry leading provider of demolition and recycling services. City Circle recently completed the demolition of Edithvale Station on the Frankston Line as part of Melbourne’s ongoing Level Crossings Removal Project.

The works involved the demolition of existing building structures, retaining walls, hard & soft surfaces, and excavation & removal of fill within the platforms.

“The works were carried out during a critical occupation window, working around the clock to get trains and the public on track again with the least disruption. City Circle showcased its ability to complete the works efficiently while preventing and mitigating the risk of problematic situations synonymous with this type of work.”

Challenging aspects of the scope included the presence of an asbestos-containing pipes within the platform fill, which was identified, removed and disposed of safely by licensed professionals.

Having worked with Southern Program Alliance on numerous projects and similar scope occupations “it was a pleasure to see familiar faces on the job and collectively coordinate the works,” said Matthew.

“Collaborative delivery is core to our business, getting the job done safely, efficiently and as one team with our clients is imperative.”

City Circle has developed extensive experience with Level Crossing Removals and understand the strict operational requirements and challenges of these projects. “We have completed the highest percentage of level crossing removals of any Victorian demolition company,” Matthew said.

City Circle is a diversified business also operating numerous recycling facilities which process reclaimed materials for re-use within the construction and infrastructure industries.

“City Circle stands as one of Victoria’s true circular economy businesses in our field. The result is demonstrated in 100% of all the demolished concrete, bitumen, brick, bluestone, and steel from the works being recycled. This is recycled back into our industry, which is unique and important to our environment”.

For more information contact City Circle Group, 714-716 High Street, Kew East VIC 3102, phone 03 9489 7600, email admin@citycirclegroup.com.au, website www.citycirclegroup.com.au

While the primary focus of the Level Crossing Removal Project is on the grade separation of road crossing sites, the works have also impacted on the risks at many existing pedestrian and road crossings through the construction phase and into final completion.

Project works effect the safe use of these crossings, and temporary works that are required to provide safe work zones, have also created sighting distance concerns at some locations.

Nelson-Furnell Pty Ltd provides a range of risk assessment and audit services including road safety auditing and railway crossing surveys and assessments using the Australian Level Crossing Assessment Model (ALCAM).

Surveys are undertaken using a variety of field techniques including gathering drone imagery and sighting distance measurement by GPS, digital range-finding and geometric methods designed to avoid occupying live tracks. CAD design tools are used to evaluate and illustrate geometric issues and propose solutions.

Risk evaluations and proposed treatments are based on 17 years experience with crossing risk, human behaviour and the ALCAM risk

model and provide an authoritative, independent assessment of site risks for the project.

Nelson-Furnell Pty Ltd are trusted suppliers of risk consultancy services to the Level Crossing Removal Project, Victorian DOT and Metro Trains Melbourne. Investigations into road and pedestrian crossing issues such as crossing condition, as well as pedestrian crossing and delineation fencing sight distances which provided proposed safety treatments benefiting pedestrians, cyclists and road users have assisted the project in effectively managing these risks on the Frankston line.

Other similar work related to railway crossing risk and the ALCAM models is undertaken for other clients around Australia including TasRail, Transport for NSW, Sydney Trains, ARTC and Bravis, as well as being available to road construction consultants whose projects touch on level crossings. These have included Regional Roads Victoria, the West Gate Tunnel Project, Lang O’Rourke, Lycopodium and Longrun Infrastructure WA.

For more information contact Nelson-Furnell Pty Ltd, phone 0428 140 154, email admin@nelson-furnell.com.au, website www.nelson-furnell.com.au

Below Mr. Traffic Hire's specialist equipment rentals division Citiwest Rentals, provided message boards and traffic management equipment to the project.

Below Wamarra is an Aboriginal civil construction company providing high quality civil and landscaping services.



Offering a full range of traffic management and safety equipment to suit projects of any scale, Mr Traffic Hire is the perfect traffic equipment rental partner serving Victoria and interstate. Established by General Manager Jamie Haitas, a traffic hire specialist with over 15 years industry experience, Mr Traffic Hire has the expertise to provide the highest level of quality, service and value.

Through their specialist equipment rentals division Citiwest Rentals, Mr Traffic Hire supplied variable message boards and other traffic management equipment for the Level Crossings Removal Project on Melbourne's Frankston Line.

Mr. Traffic Hire provided a complete service including delivery and pickup of the equipment as well as programming the messages that were displayed via consultation with VicRoads and main contractor ACCIONA.

The project was complex involving multiple separate sites along the railway line that all needed to be managed concurrently. "The scale was not too unusual for us," Jamie said. "We have done a lot of VicRoads and Level Crossing Removal works before, for example with the North-Western Project Alliance and Western Project Alliance."

Since being founded in 2017 Mr. Traffic Hire has grown rapidly. Through Citiwest Rentals they offer a wide range of traffic and construction equipment in addition to their fleet of over 200 variable message boards. "We can work on big projects but still remain a family-owned business and we try to keep that ethos," said Jamie. "Compared to some of the other hire companies hire companies we really pride ourselves on personal relationships. I am always available to personally serve our clients and we try to be humble, helpful and approachable."

"As Mr Traffic Hire has grown over the last few years we have also reinvested in our stock so we can offer more to our clients," Jamie continued. "We are looking forward to being able to offer even more in the future."

For all your hire needs call **CitiWest Rentals** on **03 9399 1311** or **1300 MR TRAFFIC (1300 678 723)**. You can also email us at williamstown@citiwestrentals.com.au or visit our website www.citiwestrentals.com.au for our full range of products & services.

CitiWest Rentals is a division of the Mr Traffic Hire (Australia) Group of Companies, the experts in traffic hire equipment, email hire@mrtraffichire.com.au, website www.mrtraffichire.com.au

Wamarra is a highly respected, majority-owned and operated Aboriginal civil construction company determined to make a meaningful impact on the economic independence of Aboriginal and Torres Strait Islander peoples and their communities through long-term, meaningful career opportunities and culturally safe and inclusive environments within the construction industry.

Forming part of Symal, we are a self-performing contractor providing high quality civil and landscaping services for our government, private clients and many Tier 1 and 2 contractors.

We are constantly challenging ourselves and our partners to find the best solutions to safely deliver various infrastructure, transport, rail, justice, health and energy projects that help shape the communities we work in across multiple metropolitan and regional Victorian locations.

The Southern Project Alliance (SPA) appointed Wamarra to provide soft landscaping around the new Chelsea Station on the Frankston Line as part of the Victorian Government's Level Crossings Removal project. The delivery work scope included the supply and installation of topsoil, mulch treatments, seeded grass areas, turf and new planting using a range of native species endemic to the local area.

As a proud Wiradjuri man, Managing Director Hayden Heta said we had an experienced team on the project who worked closely with SPA to plan and programme the works each day.

"The soft landscaping installation was among the last works at Chelsea Station. Landscaping is one of the last pieces of the puzzle to complete a successful project. As a self-performing contractor, we're a one-stop-shop to construct functional and beautiful community spaces to the highest standards," Mr Heta said.

Since Wamarra's inception in February 2020, the team has invested over 19,680 Aboriginal labour hours in completing 17 Level Crossings Removal projects. Our expertise has excelled due to these major projects, allowing Wamarra to employ more people and provide solid training to upskill and progress their careers.

For more information contact Wamarra, 208-210 Hall Street, Spotswood VIC 3015, phone 1800 314 659, email info@wamarra.com.au, website www.wamarra.com.au

Below Industrial Demolition Services completed demolition and earthwork services, as well as a heritage building relocation.



The removal of level crossings along Melbourne’s Frankston Line, delivered by the Southern Project Alliance (SPA), is a major undertaking involving the removal and replacement of a large amount of operational railway infrastructure.

Industrial Demolition Services (IDS) completed several scopes on the project, initially completing the Chelsea Station demolition including the up and down tracks, platform and building along with associated bulk earthworks.

IDS also demolished a nearby brick substation and a former industrial site in Seaford which will become a new carriage stabling yard. The company is due to commence demolition of former Caulfield Racetrack buildings and surrounding properties to make way for new railway infrastructure.

“Another interesting piece of work we did was the removal and relocation of the heritage railway station at Mentone,” said Paul Cox, Infrastructure Manager. “This 100-year-old building is a local landmark and relocating it required ‘outside the box’ thinking. We delivered on all fronts, successfully lifting out the entire building in one piece with time to spare in a 5-day window.”

Having won multiple packages on the project over time, IDS have been able to develop a good relationship with SPA and worked closely with them to understand their programme and critical path and get in front of any issues.

“Most of IDS’ work is for Tier 1 contractors on major infrastructure so our system and culture aligned pretty well with theirs,” Paul said. “On this project the whole team put in an incredible effort planning, programming and identifying hazards and this was paramount to the overall success.”

As one of Australia’s foremost industrial demolition contractors, IDS has a national reputation for high service standards and over 40 years experience on challenging, large-scale projects. The firm offers a comprehensive and modern fleet of plant and equipment together with inhouse expertise in demolition, dismantling, environmental services and recycling.

For more information contact Industrial Demolition Services, 35 Parer Road, Airport West VIC 3042, phone 03 9339 3200, email info@industrialgroup.com.au, website www.industrialdemolition.com.au

Below Calleja Group provided effective solutions to remove and dispose of prescribed wastes, including clean fill disposal and bin hire.



Calleja Civil, a member of the Calleja Group, provide holistic waste management services for large scale infrastructure and development projects.

The Calleja Group have over 55 years experience in the waste management and transport industry. Under their current CEO, Don Calleja, the group have been providing innovative transport and waste management solutions to customers such as Norstar, Sims Metal, Infrabuild (formerly One Steel), as well developing advanced resource re-use and recovery technologies.

Today, their fleet comprises over 140 specialised waste transport vehicles including large capacity tipplers, hook lift and roll on/roll off vehicles.

Highly regarded by their clients, Calleja Civil are well placed to offer a range of services on the Frankston Line Level Crossing Removal project with expertise, capability, resources and scale to deliver the most efficient waste management solutions.

Calleja Civil can provide effective solutions to remove and dispose of prescribed wastes, including clean fill disposal, bin hire and removal

and truck and trailer hire. “We work in partnership with our client, all project tasks are undertaken with a collaborative focus to minimise disruption,” Don Calleja said.

“Throughout our projects, Calleja Civil deliver cost effective and efficient waste management and transport solutions to meet the unique needs of our clients.”

Calleja Civil have access to a highly skilled labour force of over 250, with the ability to upscale and downscale resources over the lifetime of a project.

Calleja Group also operate and maintain a substantial fleet of earth moving vehicles including dozers, excavators, and forklifts, supporting the many aspects of the operations of construction, waste removal, material handling, recycling, landfilling and mining.

For more information contact Calleja Civil, 20-30 Baldwin Road, Altona North VIC 3025, phone 03 9369 6222, website www.callejagroup.com.au